DOCUMENTS EXPEDITING PROJECT

[No. 20]

REPORT OF THE MARITIME ADMINISTRATOR OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATOR UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED, APRIL 1, 1952, THROUGH JUNE 30, 1952

THE SECRETARY OF COMMERCE,
Washington 25, August 15, 1952.

Hon. EDWARD J. HART,
Chairman, Committee on Merchant Marine and Fisheries,
House of Representatives.

DEAR MR. HART: I have the honor to present herewith the quarterly report of the Maritime Administration of this Department on the activities and transactions of the Administration under the Merchant Ship Sales Act of 1946, from April 1, 1952, through June 30, 1952, in accordance with section 13 of that act.

Sincerely yours,

CHARLES SAWYER,
Secretary of Commerce.

REPORT OF THE MARITIME ADMINISTRATION OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATION UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED APRIL 1, 1952, THROUGH JUNE 30, 1952

RÉSUMÉ

Sales authority under the Merchant Ship Sales Act of 1946 expired on January 15, 1951. At that time a total of 1,956 war-built vessels had been sold; 843 to United States-flag operators and 1,113 to foreign-flag operators. Provisions of the act relating to the maintenance of the national defense reserve fleet and the chartering of Government-owned vessels authorized in the public interest are still in effect.

Under this authority, there were 72 vessels under charter on June 30, 1952, a decrease of 59 from the number under charter at the end of the previous quarter. An additional 19 vessels were chartered under other authorities of law, a number unchanged from the previous quarter. Vessels in the reserve fleet totaled 1,853, an increase of 404 from the number in reserve at the beginning of the quarter. The majority of vessels returned to reserve had been operating under general agency agreements for use in military and foreign-aid programs.

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VESSEL CHARTERS

On June 30, 1952, there were 91 vessels under bare-boat charter under all authorities of law, a decrease of 59 from the total number under charter, or allocated for charter, as of March 31, 1952. Of the June 30 total, 72 were war-built dry-cargo vessels chartered under the provisions of the Merchant Ship Sales Act of 1946, as amended; 5 under the Merchant Marine Act of 1936 (the 3 pre-war-built passenger vessels, *Argentina, Brazil, and Uruguay,* the post-war-built cargo vessel *Schuyler Otis Bland,* and the *Amazon,* a Great Lakes ore carrier); 6 under Public Law 101 of the Seventy-seventh Congress (5 Great Lakes vessels and 1 ferry); and 8 under the Philippine Rehabilitation Act (Public Law 370, 79th Cong.). Further details are given in appendix A.

Vessel charter totals at the close of the quarter ending June 30, 1952, by services in which employed, compared with corresponding totals on March 31, 1952, are as follows:

	June 30, 1952	Mar. 31, 1952
Ship Sales Act, 1946:		
Offshore trade (bulk service)	None	None
Offshore trades (liner services, including passenger vessels)	36	42
Offshore trade (Alaskan service)	14	13
Offshore trades (MSTS)	6	60
Coastwise and intercoastal trades	16	16
	72	131
Other authorities of law:		
Offshore trades (liner services, including prewar-built passenger vessels)	4	4
Great Lakes service (prewar-built)	6	6
Ferry service (prewar-built)	1	1
Philippine interislands service (Philippine Rehabilitation Act)	8	8
	19	19
Total	91	150

RESERVE FLEETS

During the quarter ended June 30, 1952, the need for ships by the National Shipping Authority further declined, and 410 ships were delivered into the 8 reserve fleets; only 6 vessels were removed, of which 1 was sold for scrap and 5 delivered to Navy custody. There were 1,853 ships moored in the fleets at the close of the quarter in contrast to 1,449 ships at the close of the previous quarter.

The program for basic preservation of ships in the reserve fleets was 84 percent complete, as compared to 95 percent at the end of the previous quarter. The decline in completion was due to the addition to the workload of work quotas for the 410 ships returned to the fleets from operation. The workload of recurring preservation for the year had been reduced by 30 percent at the end of the period.

The installation of cathodic protection for bottoms of ships was further deferred, pending clarification of the need for ships during the current emergency.

The following tabulation shows the number of ships by fleet location as of March 31, 1952, and June 30, 1952; also the number of vessel

movements, excluding intrafleet shifts, that occurred during the quarter.

Fleet	Mar. 31, 1952	In	Out	June 30, 1952
Hudson River, N. Y.	47	84	0	131
James River, Va.	289	69	4	354
Wilmington, N. C.	262	62	0	324
Mobile, Ala.	239	53	0	292
Beaumont, Tex.	127	54	0	181
Suisun Bay, Calif.	282	41	2	321
Astoria, Oreg.	155	17	0	172
Olympia, Wash.	48	30	0	78
Total	1,449	410	6	1,853

The availability for reactivation of ships remaining in the reserve fleets is shown in appendix B.

MORTGAGE SALES TO NONCITIZENS

The status of sales to foreign countries is shown in appendix C. During the quarter an additional $4,459,640 in principal and $1,622,-780.52 in interest was collected. The total of outstanding mortgage obligations on June 30, 1952, was $144,136,471.81.

During the quarter it was informally brought to the attention of two foreign governments that their nationals were not current in their mortgage obligations to the United States. The governments in question are guarantors to the Maritime Administration of the debts of their nationals. In each case the account was partially liquidated.

ADJUSTMENT FOR PRIOR SALES TO CITIZENS

Of the net total of 191 vessels for which applications have been filed for adjustments for prior sales to citizens under section 9 of the Merchant Ship Sales Act of 1946, adjustments had been approved for 179 vessels and agreements had been executed for 172 as of the end of the period. Agreements covering 12 vessels were executed during the quarter. The remaining 12 vessels for which adjustments had not been approved were being processed.

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration, excluding tankers, as of June 30, 1952*

[Including information received through July 3, 1952]

Charters approved by MA under Merchant Ship Sales Act of 1946, as amended, foreign and/or domestic trade																	General agency agreement					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Name of company	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A and C1-B	C3	VC2-S-AP2	VC2-S-AP3	N-3	Employment: Berth	Employment: MSA	Employment: MSTS	Number vessels under MA BB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by Office of Comptroller	Active: MSA	Active: MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (columns 14, 21 and 22)
Alaska Steamship Co.																18		4	2	6	9	15
Alcoa Steamship Co., Inc.																		2	1	3	16	19
American Export Lines							1	1		2			2		2	71	1	4	1	6	30	38
American Foreign Steamship Corp.																5		2		2	4	6
American Hawaiian Steamship Co.																(1)		7		7	7	14
American Mail Line																11		8		8	9	17
American President Lines		2	2				1	1		6			6		6	19	1	10		11	17	34
Arrow Steamship Co.																		1		1	2	3
Blidberg Rothchild Co., Inc.																4		3		3	2	5
Bloomfield Steamship Corp.																		3		3	8	11
Boise Griffin Agencies Corp.																		1		1	1	2
Bull, A. H. Steamship Co.																50		5		5	18	23
Burbank & Co., A. L.																2		1		1	1	2
Coastwise Line																7	1	6		7	2	9
Dichmann, Wright & Pugh, Inc.																3		4		4	1	5
Eastern Steamship Lines, Inc.																10		3		3	3	6
Farrell Lines							2			2			2		2	5					16	18
General Steamship Corp.																		1		1	1	2
Grace Line, Inc.				4						4			4		4	50	1	1		2	23	29
Isthmian Steamship Co.																50		1		1	27	28
Luckenbach Steamship Co.																6		1		1	17	18
Luckenbach Gulf Steamship Co.																		2		2	None	2
Lykes Bros. Steamship Co., Inc.							6			6			6		6	50	1	9		10	54	70
Marine Transport Lines and Marine Navigation Co.							2	3				5	5		5	5					5	10
Matson Navigation Co.																20		3		3	19	22
Mississippi Shipping Co.					2		1			3			3		3	20		7	2	9	14	26

Moore-McCormack Lines, Inc																12		6		6	35	41
New York & Cuba Mail Steamship Co																13		2		2	6	8
Olympic Steamship Co																2		2	1	3	1	4
Orion Shipping & Trading Co																7		4		4	None	4
Pacific Atlantic Steamship Co																(1)		4	1	5	4	9
Pacific Far East Line			7				1	1		9			9		9	37		7	1	8	8	25
Pacific Transport Line																9		3	1	4	5	9
Polarus Steamship Co																5		3		3	None	3
Pope & Talbot, Inc																(1)		3	1	4	6	10
Prudential Steamship Corp							2			2			2		2	3		2		2	2	6
Seas Shipping Co																		1		1	12	13
Shepard Steamship Co																2		1		1	1	2
South Atlantic Steamship Line							3			2		1	3		3	10		4		4	4	11
States Marine Corp. of Delaware																13		6		6	14	20
Stockard Steamship Co																20		2		2	1	3
T. J. Stevenson & Co																4		3		3	2	5
Union Sulphur & Oil Corp																15	1	4		5	3	8
United States Lines																51		11		11	47	58
United States Navigation Co																1		2		2	1	3
W. R. Chamberlin & Co																		3		3	1	4
Waterman Steamship Corp																	1			1	36	37
Wessel Duval & Co																4		1		1	1	2
West Coast Trans-Oceanic Steamship Co																1	1	1		2	3	5
Total		2	9	4	2		19	6		36		6	42		42	615	8	164	11	183	499	724

[1] For number of vessels approved by Office of Comptroller see coastwise-intercoastal operations.

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration, excluding tankers, as of June 30, 1952*—Continued

	Alaskan service, Merchant Ship Sales Act of 1946																General agency agreement					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
										Employment							Active					
Name of company	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A and C1-B	C3	VC2-S-AP2	VC2-S-AP3	N-3	Berth	MSA	MSTS	Number vessels under MA BB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by Office of Comptroller	MSA	MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (columns 14, 21, and 22)
Alaska Steamship Co	2		2	7						11			11		11						[2] 9	11
Coastwise Line	3									3			3		3						[2] 2	3
Total	5		2	7						14			14		14						[2] 11	14
COASTWISE-INTERCOASTAL OPERATIONS—MERCHANT SHIP SALES ACT OF 1946																						
American Hawaiian Steamship Co							6	1		7			7		7	34					[2] 7	7
Luckenbach Gulf Steamship Co							3			3			3		3						None	3
Pacific Atlantic Steamship Co	3									3			3		3	21					[2] 4	3
Pope & Talbot, Inc	3									3			3		3	16					[2] 6	3
Total	6						9	1		16			16		16	[3] 71					[2] 45	16
PHILIPPINE REHABILITATION ACT OF 1946																						
Compania Maritima				4					2	6			6		6	6					None	6
Phil. Steam Nav. Co				2						2			2		2	2					None	2
Total				6					2	8			8		8	8						8

MERCHANT MARINE ACT OF 1936 (AS AMENDED)																						
American President Lines						1				1			1		1						[2] 17	1
Moore-McCormack Lines, Inc.		3								3			3		3						[2] 35	3
Nicholson Universal Steamship Corp. T. H. Browning Steamship Co., Inc.[4]													1		1						3	4
Total		3				1				4			5		5						3	8
PUBLIC LAW 101 (77th CONGRESS)																						
Cleveland Cliffs Steamship Co.[4]													5		5						14	19
N. Y., P. & N. R. R. Ferry Co.[5]													1		1						None	1
Total													6		6						14	20
Subtotal	11	5	11	17	2	1	28	7	2	78		6	[6] 91		[6] 91	694	8	164	11	183	516	790
Withdrawn but not yet redelivered					1		8	3		11		1	12		12							12
Grand total	11	5	11	17	1	1	20	4	2	67		5	[6] 79		[6] 79	694	8	164	11	183	516	778

[2] Excluded from all totals.
[3] All vessels not approved for operation in coastwise or intercoastal operations.
[4] Great Lakes bulk carriers.
[5] Ferry service, Cape Charles and Norfolk.
[6] Includes 5 lakers and 1 ferry under Public Law 101 and 1 laker under Merchant Marine Act of 1936 (as amended).

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration excluding tankers as of June 30, 1952*

[Includes information received through July 3, 1952]

	Company	Type
Vessels allocated but not delivered: None.		
Vessels withdrawn from charter but not yet redelivered:		
Elmira Victory	American Export Lines	AP-3
Cape Romaine	Mississippi Shipping Co	C1-B
Ocala Victory	American Hawaiian Steamship Co	AP-2
Bartlesville Victory	American Export Lines	AP-2
New Rochelle Victory	Lykes Bros. Steamship Co	AP-2
Selma Victory	Pacific Far East Line	AP-3
Citidal Victory	Mississippi Shipping Co	AP-2
Bessemer Victory	South Atlantic Steamship Co	AP-2
Bucyrus Victory	Pacific Far East Line	AP-2
Barre Victory	Lykes Bros. Steamship Co	AP-2
Drake Victory	do	AP-2
Cuba Victory	American President Lines	AP-3

Remarks	Previous report	Current report
Number of active approved charterers	24	22
Number of chartered vessels operating	98	91
Vessels allocated but not delivered		
Total number of vessels chartered	98	91
Vessels withdrawn but not redelivered	9	12
Number of vessels under GAA (inactive)	39	11
Number of vessels under GAA (active)	179	172
Total number of vessels under GAA	218	183

U. S. Department of Commerce, Maritime Administration, Office of Subsidy and Government Aid, Division of Ship Statistics, July 7, 1952.

APPENDIX B.—*Summary of reserve fleet ships indicating general availability for reactivation*

	Totals in reserve fleet	Ships requiring higher repair and reactivation expense	Ships authorized for sale	Over-age ships	Ships available for service at normal reactivation and repair expense
Commercial types:					
Liberty ships	1,384	80			1,304
Others	215	27	[1] 1	5	182
Total commercial types	1,599	107	1	5	1,486
Noncommercial types:					
Ex-naval and military auxiliaries	204	25		17	162
V4 tugs	46				46
Miscellaneous (cable ship, Coast Guard lightship, etc.)	4			2	2
Total noncommercial types	254	25		19	210
Grand total	1,853	132	1	24	1,696

[1] C4-S-B5 *Marine Star*, sold Great Lakes operations.

APPENDIX C.—*Status of merchant ship sales to foreign countries, act of 1946, June 30, 1952*

Countries	Number of vessels	Original mortgage	Principal collected		Vessels repossessed and mortgage notes canceled	Mortgages outstanding	Interest collected	
			Current quarter	Cumulative			Current quarter	Cumulative
Brazil	12	$6,242,400	$236,300	$1,759,500.00		$4,482,900.00	$56,170.93	$983,745.08
China	33	16,387,120	248,700	5,665,166.92	$3,112,000	7,609,953.08	59,711.34	1,698,751.43
Finland	3	1,167,520	171,440	887,020.00		280,500.00	8,736.62	136,464.29
France	98	56,036,250	650,220	16,105,870.00		39,930,380.00	601,949.10	8,550,311.41
Greece	100	41,298,000	562,700	16,157,550.00		25,140,450.00	125,441.02	5,948,989.63
Italy	123	65,222,110	1,641,100	20,846,990.00		44,375,120.00	580,188.97	9,458,016.94
Liberia (2 vessels transferred from Uruguay)	2	698,400		116,400.00		582,000.00		35,265.22
Netherlands	11	9,559,840	469,060	4,690,080.00		4,869,760.00	33,359.10	1,119,378.93
Norway	40	18,963,000	341,400	11,883,999.99		7,079,000.01	46,072.46	2,415,674.94
Peru	8	4,099,500	77,500.00	1,166,000.00		2,933,500.00	17,697.96	596,114.02
Philippines	4	2,081,480		516,361.28		1,565,118.72		240,182.69
Turkey	10	6,088,270		1,596,340.00		4,491,930.00	78,453.50	923,138.98
Uruguay:								
Original mortgage $1,855,540								
2 vessels transferred to Liberia 698,400								
	2	1,157,140	61,220	361,280.00		795,860.00	14,999.52	199,796.63
	446	229,001,030	4,459,640	81,752,558.19	[1] 3,112,000	144,136,471.81	1,622,780.52	32,305,830.19

[1] 4 vessels.

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